

N8390L maintenance logs

From [REDACTED]
Date Sat 11/23/2024 3:09 PM
To Andrew Swick <andrew.swick@ntsb.gov>

 1 attachment (4 MB)
N8390L Logs.pdf;

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Andrew, we have recovered critical components of the aircraft using ATV's. It was an all day effort Friday.

The engine is entirely recovered and full of oil with no apparent damage externally.
We have the prop, nose gear, extra photos, top cowl and instrument panel.

We are limited by time and cost to do much more.

The empennage was torn completely off but all flight control surfaces are undamaged and serviceable. It remains on the mesa as do the wings, cabin and main gear.

We tried to move the cockpit/cabin and empennage but our vehicles were too small to transport them or the wings. Wing flaps and ailerons are completely serviceable.

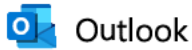
We were dealing with cow paths , essentially, to reach the top.

It's my belief that the pilot did everything possible to save himself, the passenger and aircraft. We received the fuel receipt from Cutter verifying he refueled just before takeoff. There was a substantial amount of fuel remaining in both wings.

The collected parts are available in our hangar at KDVT. Cal me to coordinate your inspection. The engine is resting on a tire.

[REDACTED]
Owner
[REDACTED]

Sent from my iPhone



Narrative

Date Mon 11/25/2024 9:48 AM

To Andrew Swick <andrew.swick@ntsb.gov>

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Recovery crew drained about 14 gallons out of the right wing. There was plenty of fuel in both tanks. Left wing tank was damaged on impact and leaking. This was Friday, five days after the crash.

Both wings were cut off to get the bulk of the cabin and engine compartment free and accessible. Fuel continued to leak and that wing was moved a safe distance away.

Crew decided to group wings, empennage and cabin 200 yards east on flat ground.

Pilot Bristow Pitts has a fuel receipt from Cutter showing refueling immediately before take off. Estimate there was 7/8 full fuel on takeoff. Wreck was approximately 25 miles north of KDVT.

Sent from my iPhone